2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Special Locality Report 151

City of Fairfax

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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50 Arlington Blvd 0.03 45000 G 97% 0% 1% 1% 1% 0% F 0.088 F 0.593 45000 G 2003 Comparison Blvd Female Female SCL Fairfax Female SCL Fairfax Female SCL Fairfax SCL Fa	30) / a.m.g.c 2.1.a	0.20				.,,					0.000	•	0.020	00000	•	
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123 Chain Bridge Rd 0.47 28000 G 97% 0% 1% 1% 1% 1% 0% F 0.075 F 0.645 29000 G 2003 123 Chain Bridge Rd 0.26 22000 G 97% 0% 1% 1% 1% 1% 0% F 0.073 F 0.594 24000 G 2003 123 Chain Bridge Rd 0.19 22000 G 97% 0% 1% 1% 1% 1% 0% F 0.068 F 0.596 24000 G 2003 123 Chain Bridge Rd 0.10 21000 G 97% 0% 1% 1% 1% 0% F 0.066 F 0.555 22000 G 2003 123 Chain Bridge Rd 0.58 25000 G 97% 0% 1% 1% 1% 0% F 0.066 F 0.555 22000 G 2003 123 Chain Bridge Rd 0.58 25000 G 97% 0% 1% 1% 1% 0% F 0.066 F 0.523 26000 G 2003 123 Chain Bridge Rd 0.35 36000 G 97% 0% 1% 1% 0% 1% 0% F 0.068 F 0.543 37000 G 2003 124 Chain Bridge Rd 0.35 36000 G 97% 1% 1% 0% 1% 0% 0% C 0.068 F 0.543 37000 G 2003 124 Chain Bridge Rd 0.35 36000 G 97% 1% 1% 0% 1% 0% 0% 0% F 0.079 F 0.633 42000 G 2003 125 Chain Bridge Rd 0.35 36000 G 98% 0% 1% 0% 0% 0% 0% 0% F 0.079 F 0.633 42000 G 2003 126 Chain Bridge Rd 0.35 36000 G 98% 0% 1% 0% 0% 0% 0% F 0.079 F 0.633 42000 G 2003 126 Chain Bridge Rd 0.35 36000 G 98% 0% 1% 0% 0% 0% 0% F 0.079 F 0.633 42000 G 2003 127 Chain Bridge Rd 0.35 36000 G 98% 0% 1% 0% 0% 0% 0% 0% F 0.079 F 0.633 42000 G 2003 128 Chain Bridge Rd 0.35 36000 G 98% 0% 1% 0% 0% 0% 0% 0% F 0.079 F 0.633 42000 G 2003 129 Chain Bridge Rd 0.35 36000 G 98% 0% 1% 0% 0% 0% 0% 0% 0	Anington Biva	0.03	45000	G	_	U%		170	0%	Г	0.000	Г	0.593	45000	G	2003
123 Chain Bridge Rd 0.47 28000 G 97% 0% 1% 1% 1% 0% F 0.075 F 0.645 29000 G 2003 123 Chain Bridge Rd 0.26 22000 G 97% 0% 1% 1% 1% 0% F 0.073 F 0.594 24000 G 2003 123 Chain Bridge Rd 0.19 22000 G 97% 0% 1% 1% 1% 0% F 0.068 F 0.596 24000 G 2003 123 Chain Bridge Rd 0.10 21000 G 97% 0% 1% 1% 1% 0% F 0.066 F 0.555 22000 G 2003 123 Chain Bridge Rd 0.58 25000 G 97% 0% 1% 1% 1% 0% F 0.066 F 0.555 22000 G 2003 123 Chain Bridge Rd 0.58 25000 G 97% 0% 1% 1% 1% 0% F 0.066 F 0.555 22000 G 2003 123 Chain Bridge Rd 0.58 25000 G 97% 0% 1% 1% 1% 0% F 0.066 F 0.555 22000 G 2003 124 Chain Bridge Rd 0.58 25000 G 97% 0% 1% 1% 0% 0% F 0.069 F 0.523 26000 G 2003 125 Chain Bridge Rd 0.58 25000 G 97% 1% 1% 0% 0% 1% 0% C 0.068 F 0.543 37000 G 2003 126 Chain Bridge Rd 0.58 25000 G 97% 1% 1% 0% 0% 0% F 0.079 F 0.633 42000 G 2003																
123 Chain Bridge Rd 0.26 22000 G 97% 0% 1% 1% 1% 1% 0% F 0.073 F 0.594 24000 G 2003	Chain Bridge Dd	0.47	20000	_		00/		10/	00/	_	0.075	_	0.645	20000	0	2002
123 Chain Bridge Rd 0.26 22000 G 97% 0% 1% 1% 1% 0% F 0.073 F 0.594 24000 G 2003 123 Chain Bridge Rd 0.19 22000 G 97% 0% 1% 1% 1% 0% F 0.068 F 0.596 24000 G 2003 123 Chain Bridge Rd 0.10 21000 G 97% 0% 1% 1% 1% 0% F 0.066 F 0.555 22000 G 2003 123 Chain Bridge Rd 0.58 25000 G 97% 0% 1% 1% 1% 0% F 0.066 F 0.555 22000 G 2003 123 Chain Bridge Rd 0.58 25000 G 97% 0% 1% 1% 1% 0% F 0.069 F 0.523 26000 G 2003 123 Chain Bridge Rd 0.58 25000 G 97% 0% 1% 1% 1% 0% F 0.069 F 0.523 26000 G 2003 123 Chain Bridge Rd 0.58 25000 G 97% 1% 1% 0% 0% 1% 0% C 0.068 F 0.543 37000 G 2003 123 Chain Bridge Rd 0.58 25000 G 97% 1% 1% 0% 0% 1% 0% F 0.069 F 0.543 37000 G 2003 124 Chain Bridge Rd 0.58 25000 G 97% 1% 1% 0% 0% 1% 0% F 0.079 F 0.633 42000 G 2003	123 Chain Bridge Rd	0.47	28000	G	97%	0%	1% 1%	1%	0%	F	0.075	F	0.645	29000	G	2003
123 Chain Bridge Rd 0.19 22000 G 97% 0% 1% 1% 1% 0% F 0.068 F 0.596 24000 G 2003					From:											
Chain Bridge Rd 0.19 22000 G 97% 0% 1% 1% 1% 0% F 0.068 F 0.596 24000 G 2003 123 Chain Bridge Rd 0.10 21000 G 97% 0% 1% 1% 1% 0% F 0.066 F 0.555 22000 G 2003 123 Chain Bridge Rd 0.58 25000 G 97% 0% 1% 1% 1% 1% 0% F 0.069 F 0.523 26000 G 2003 123 Chain Bridge Rd 0.35 36000 G 97% 0% 1% 1% 1% 0% F 0.069 F 0.523 26000 G 2003 124 Chain Bridge Rd 0.35 36000 G 97% 1% 1% 1% 0% 1% 0% C 0.068 F 0.543 37000 G 2003 125 Chain Bridge Rd 0.35 36000 G 97% 1% 1% 0% 0% 1% 0% C 0.068 F 0.543 37000 G 2003 125 Chain Bridge Rd 0.35 36000 G 97% 1% 1% 0% 0% 1% 0% 0% F 0.079 F 0.633 42000 G 2003	123 Chain Bridge Rd	0.26	22000	G	97%	0%	1% 1%	1%	0%	F	0.073	F	0.594	24000	G	2003
123 Chain Bridge Rd 0.19 22000 G 97% 0% 1% 1% 1% 0% F 0.068 F 0.596 24000 G 2003 123 Chain Bridge Rd 0.10 21000 G 97% 0% 1% 1% 1% 0% F 0.066 F 0.555 22000 G 2003 123 Chain Bridge Rd 0.58 25000 G 97% 0% 1% 1% 1% 0% F 0.069 F 0.523 26000 G 2003 123 Chain Bridge Rd 0.35 36000 G 97% 1% 1% 0% 1% 0% 0% C 0.068 F 0.543 37000 G 2003 123 Chain Bridge Rd 0.35 36000 G 97% 1% 1% 0% 1% 0% 0% C 0.068 F 0.543 37000 G 2003 124 Chain Bridge Rd 0.35 36000 G 97% 1% 1% 0% 1% 0% 0% 0% F 0.079 F 0.633 42000 G 2003 125 Chain Bridge Rd 0.94 39000 G 98% 0% 1% 0% 0% 0% 0% F 0.079 F 0.633 42000 G 2003 126 Chain Bridge Rd 0.94 39000 G 98% 0% 1% 0% 0% 0% 0% F 0.079 F 0.633 42000 G 2003 126 Chain Bridge Rd 0.94 39000 G 98% 0% 1% 0% 0% 0% 0% F 0.079 F 0.633 42000 G 2003 127 Chain Bridge Rd 0.94 39000 G 98% 0% 1% 0% 0% 0% 0% F 0.079 F 0.633 42000 G 2003 128 Chain Bridge Rd 0.94 39000 G 98% 0% 1% 0% 0% 0% 0% 0% F 0.079 F 0.633 42000 G 2003 129 Chain Bridge Rd 0.95 0.9	\smile				To:		SR 236 Main St		<u> </u>							
123 Chain Bridge Rd 0.10 21000 G 97% 0% 1% 1% 1% 0% F 0.066 F 0.555 22000 G 2003	123 Chain Bridge Rd	0.19	22000	G		0%	1% 1%	1%	0%	F	0.068	F	0.596	24000	G	2003
Chain Bridge Rd 0.10 21000 G 97% 0% 1% 1% 1% 0% F 0.066 F 0.555 22000 G 2003 123					To		Whitehead St									
123 Chain Bridge Rd 0.58 25000 G 97% 0% 1% 1% 1% 0% F 0.069 F 0.523 26000 G 2003	Chain Bridge Rd	0.10	21000	G		0%		1%	0%	F	0.066	F	0.555	22000	G	2003
Chain Bridge Rd 0.58 25000 G 97% 0% 1% 1% 1% 0% F 0.069 F 0.523 26000 G 2003 The US 29 US 50 Lee Hwy 123 Chain Bridge Rd 0.35 36000 G 97% 1% 1% 0% 1% 0% C 0.068 F 0.543 37000 G 2003 To: US 29, US 50 US 29, US 50 236 Main St 0.94 39000 G 98% 0% 1% 0% 0% 0% F 0.079 F 0.633 42000 G 2003	123) Gridin Bridge Nu	0.10		3		O 70		1 /0	0 /0	•	5.000	•	0.000		J	2000
123 Chain Bridge Rd 0.35 36000 G 97% 1% 1% 0% 1% 0% 0% C 0.068 F 0.543 37000 G 2003 2003 236 Main St 0.94 39000 G 98% 0% 1% 0% 0% 0% 0% F 0.079 F 0.633 42000 G 2003 20	Oh-: 5:1 5:	0.50	05000		From:	201		401		_	0.000	_	0.500	00000		2000
Chain Bridge Rd 0.35 36000 G 97% 1% 1% 0% 1% 0% C 0.068 F 0.543 37000 G 2003 To I- 66 NCL Fairfax US 29, US 50 236) Main St 0.94 39000 G 98% 0% 1% 0% 0% 0% F 0.079 F 0.633 42000 G 2003	123 Chain Bridge Rd	0.58	25000	G	97%	υ%	1% 1%	1%	υ%	F	0.069	F	0.523	26000	G	2003
Chain Bridge Rd 0.35 36000 G 97% 1% 1% 0% 1% 0% C 0.068 F 0.543 37000 G 2003 To I- 66 NCL Fairfax US 29, US 50 236 Main St 0.94 39000 G 98% 0% 1% 0% 0% 0% 0% F 0.079 F 0.633 42000 G 2003	<u>~</u>				From:		US 29 US 50 Lee H	Iwy								
To: I- 66 NCL Fairfax Solid Provent	₁₂₃)Chain Bridge Rd	0.35	36000	G	97%	1%			0%	С	0.068	F	0.543	37000	G	2003
236) Main St 0.94 39000 G 98 <mark>% 0% 1% 0% 0% 0%</mark> F 0.079 F 0.633 42000 G 2003	\smile				To:		I- 66 NCL Fairfa	X								
236 Main St 0.94 39000 G 98 0% 1% 0% 0% 0% F 0.079 F 0.633 42000 G 2003					From:		US 29, US 50		J							
To: West St	236 Main St	0.94	39000	G	98%	0%		0%	0%	F	0.079	F	0.633	42000	G	2003
									1	_						

						City of Fairf	эx								
Route	Length	AADT	QA	4Tire	Bus	Tı 2Axle 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Fairfax				From:		***		·							
Main St	0.24	40000	_		00/	West St 1% 0%	00/	00/	_	0.077	_		10000	_	2002
236 Main St	0.21	18000	G	98%	0%		0%	0%	F	0.077	F		19000	G	2003
Combine	d Traffic:	35000	G	98%	0%	1% 0%	0%	0%	F	NA			38000	G	
				To: From:		North St E									
Marin C4	4.04	40000	_		00/	Old Lee Hwy		00/	0	0.070	_	0.507	42000	_	2002
236 Main St	1.31	40000	G	98%	0%	1% 0%	0%	0%	С	0.078	F	0.537	43000	G	2003
Little Diver Take	0.57	42000		From:	00/	Whitacre Rd	10/	00/		0.070	г	0.550	47000		2003
236 Little River Tpke	0.57	43000	G	97% To:	0%	1% 0%	1%	0%	F	0.079	F	0.552	47000	G	2003
						ECL Fairfax									
				From:		SR 236 W									
North St	0.30	17000	G	98%	0%	1% 1%	0%	0%	С	0.08	F		18000	G	2003
Combine	d Traffic:	35000	G	98%	0%	1% 0%	0%	0%	F	NA			38000	G	
				To:		SR 236 E									
				From:		SR 236 Main	St	Ī							
Pickett Rd	0.49	28000	G	96%	0%	1% 0%	2%	0%	F	0.085	F	0.634	30000	G	2003
231)			_	-					-		-			_	
				From:		Colonial Ave			_						
237) Pickett Rd	1.17	31000	F	96%	0%	1% 0%	2%	0%	С	0.083	F	0.571	33000	F	2003
				To: From:		US 50 Arlington	Blvd	 -							
237) (50) Arlington Blvd	0.28	35000	G	95%	1%	1% 2%	2%	0%	С	0.086	F	0.525	35000	G	2003
2017 (00)			_		. , •		_,•		-					-	_,,,,
				From:		RT 29									
237) (29) Lee Highway	0.13	39000	N	99%	0%	0% 0%	0%	0%	N	0.088	Ν	0.559	43000	N	2003
				To:		ECL FAIRFA	X								
				From:		Fairfax High Scl	nool								
9128	0.18	1700	R			<u> </u>				NA			NA		1991
9128				To:		US 29									
				From:			Cahaal	ı							
	0.08	290	R	<u> </u>		Fairfax Elementary	SCHOOL			NA			NA		1991
9136	0.06	290	ĸ	To:		EAIDEAN ELE	3.47	1		INA		IN/A			1991
						FAIRFAX ELE	IVI/								
				From:		Eleven Oak Elem	School								
9598	0.06	190	R							NA			NA		1991
239				To:		Eleven Oak Elem	School								
				From:		SR 236									
1 Judicial Dr	0.22	11000	G	99%	0%	0% 0%	0%	0%	F	0.080	F	0.571	12000	G	2003
1)				To		Page St									
				From:		Page Ave									
1 Judicial Dr	0.43	10000	G	99%	0%	0% 0%	0%	0%	С	0.083	F	0.502	11000	G	2003
1) sadisala 2.	00		•	To:		SR 123	0,0		Ū	0.000	·	0.002		•	_000
O 11			_	From:	201	University D		201	_		_			_	
2 Kenmore Dr	0.19	5000	G	98%	0%	0% 0%	1%	0%	С	0.091	F	0.758	5400	G	2003
				To:		SR 123									
				From:		Old Lee Hwy	7								
3 Layton Hall Dr	0.29	5100	G	99%	0%	0% 0%	0%	0%	С	0.091	F	0.782	5500	G	2003
				To:		University D	r								
				From:											
Rurko Station Dd	0.17	6600	c		00/	SCL Fairfax	00/	00/	C	0.400	E	0.710	7100	G	2002
6623 Burke Station Rd	0.17	6600	G	99%	0%	0% 0%	0%	0%	С	0.100	F	0.718	7100	G	2003
<u> </u>				From:		Barbara Ann I	n								
6623) Burke Station Rd	0.31	6500	G	99%	0%	0% 0%	0%	0%	F	0.098	F	0.711	7100	G	2003
				To:		SR 236									
				From:		SCL Fairfax									•
Robert Rd	0.27	9000	G	100%	0%	0% 0%	0%	0%	С	0.085	F	0.638	9700	G	2003
Robert Rd	0.27	9000	G	100%	U 70	U/0 U/0	U%	U 7/0	C	0.000	۲	0.030	9100	G	2003
_				To- From:		Sager Ave									
Roberts Rd	0.25	4000	G	100%	0%	0% 0%	0%	0%	F	0.092	F	0.62	4300	G	2003
\bigcup				To:		SR 236									
				From:											
University Dr	0.20	12000	^		40/	SCL Fairfax	00/	00/	_	0.000	_	0 554	14000	C	2000
6627) University Dr	0.39	13000	G	98%	1%	1% 0%	0%	0%	С	0.093	F	0.554	14000	G	2003
				To:		Armstrong S									

						City of	Fairtax	K								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3	Tru 3+Axle		2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
City of Fairfax																
Liniversity Dr	0.21	44000	_	From:	1%		rong St	0%	0%	F	0.006	_	0.510	15000	0	2002
University Dr	0.21	14000	G	98%	170	1%	0%	U%	U%	Г	0.086	F	0.519	15000	G	2003
O Hairmait Da	0.44	4 4000		From:	40/		th St	00/	-00/		0.000		0.504	45000		0000
University Dr	0.11	14000	N	98%	1%	1%	0%	0%	0%	N	0.083	N	0.581	15000	N	2003
				From:	40/		Main St					_		4=000		
6627 University Dr	0.22	14000	G	98%	1%	1%	0%	0%	0%	F	0.083	F	0.581	15000	G	2003
<u> </u>				From:			head St									
University Dr	0.13	12000	G	98% To:	1%	1%	0%	0%	0%	F	0.09	F	0.570	13000	G	2003
				From:			Hall Dr Hall Rd									
0627) University Dr	0.70	7000	G	99%	0%	0%	0%	0%	0%	С	0.095	F	0.514	7600	G	2003
				To:		US 29	9 & 50									
				From:		SR	236									
Old Lee Hwy	0.41	13000	G	96%	1%	2%	0%	1%	0%	С	0.093	F	0.660	14000	G	2003
				To			Hall Rd									
<u> </u>	0.40	40000	_	From:	00/		Hall Dr	00/	00/	_	0.000	_	0.004	47000	_	000
Old Lee Hwy	0.49	16000	G	98%	0%	1%	0%	0%	0%	F	0.090	F	0.621	17000	G	2003
<u> </u>				From:			age Ln		-							
Old Lee Hwy	0.19	15000	G	98%	0%	1%	0%	0%	0%	F	0.095	F	0.666	16000	G	2003
_				To: From:		Brookv	wood Rd									
Old Lee Hwy	0.25	15000	G	98%	0%	1%	0%	0%	0%	С	0.096	F	0.647	17000	G	2003
				To: From:		Corn	ell Rd									
Old Lee Hwy	0.15	15000	G	98%	0%	1%	0%	0%	0%	F	0.095	F	0.645	17000	G	2003
				To:		Paha	el Run									
Old Lee Hwy	0.55	15000	G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.668	16000	G	2003
0020) 0.10 200)	0.00			To	0,0		S 50	0,0		•	0.00	•	0.000	.0000	•	
				From:		LIS	S 29		ĺ							
Jermantown Rd	0.30	14000	G	97%	1%	1%	1%	0%	0%	С	0.088	F	0.539	15000	G	2003
3000				To												
3634) Jermantown Rd	0.26	15000	G	From: 97%	1%	1%	5 50 0 %	0%	0%	F	0.087	F	0.645	16000	G	2003
Jermantown Rd	0.20	10000	J	51 70	1 /0				070	'	0.007	•	0.040	10000	J	2000
	0.04	45000	_	From:	40/	Copperfie			- 00/	_	0.000		0.005	47000		0000
Jermantown Rd	0.24	15000	G	97%	1%	1%	0%	0%	0%	С	0.080	F	0.635	17000	G	2003
<u> </u>				From:			orough C		-							
Jermantown Rd	0.33	14000	G	97%	1%	1%	0%	0%	0%	F	0.095	F	0.654	15000	G	2003
_				To: From:		Car	ol St									
Jermantown Rd	0.07	15000	G	97%	1%	1%	0%	0%	0%	F	0.087	F	0.647	17000	G	2003
				To:		NCL 1	Fairfax									
				From:		Collie	er Road									
Addison Road		380	G								0.088	F	0.677	380	G	2003
				To:		Sager A	Avenue									
				From:		Atlanta	a Street									
Confederate Lane		290	G								0.085	F	0.76	290	G	2003
				To:		Reb	Street									
				From:		Old Po	st Road									
Cornwall Road		530	G								0.122	F	0.599	530	G	2003
				To:		Park H	ill Place									
				From:		Whitel	head St									
Democracy Ln		710	G								0.115	F		710	G	2003
				To:		Hal	ll Dr									
				From:		US 2	29; 50									
Draper Dr		4300	G								0.084	F		4300	G	2003
				To:	-	Kingsb	ridge Dr									
				From:		Jermant	town Rd									
Orchard St		950	G								0.103	F		950	G	2003
				To:		McLe	an Ave									

Route City of Fairfax	Length	AADT	QA	4Tire	Bus	True 2Axle 3+Axle		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Pickett Rd		20000	G	From:		US 50 NCL Fairfax			0.089	F		20000	G	2003
Sager Ave		2200	G	From:		Chain Bridge Rd Dwight Ave			0.121	F		2200	G	2003
School St		1200	G	From:		Chain Bridge Rd Trowbridge St			0.097	F		1200	G	2003
Whitacre Rd		4000	G	From:		SR 236 Baccarat Dr			0.081	F	0.682	4000	G	2003
Wilson Street		110	G	From:		Howerton Avenue	·		0.165	F	0.694	110	G	2003